

Appendix A: Agency Scoping

Figure A1: Taylorsville City Council Meeting Minutes (entire document not included)

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City of Taylorsville
CITY COUNCIL MEETING
Minutes

Wednesday, April 14, 2010
Council Chambers
2600 West Taylorsville Blvd., Room No. 140
Taylorsville, Utah 84118

BRIEFING SESSION

Attendance:

Council Members:

Council Chairman Morris Pratt
Vice-Chairman Jerry Rechtenbach
Council Member Dama Barbour
Council Member Bud Catlin
Council Member Larry Johnson

City Staff:

John Inch Morgan, City Administrator
John Brems, City Attorney
Cheryl Peacock Cottle, City Recorder
Jessica Springer, Council Coordinator
Michael McGrath, Principal Planner
John Taylor, City Engineer
Scott Harrington, Chief of Finance
Donald Adams, Grants Manager

Excused: Mayor Russ Wall

BRIEFING SESSION

1. Review Administrative Report

[18:03:57](#) Chairman Morris Pratt conducted the Briefing Session, which convened at 6:03 p.m. City Recorder Cheryl Peacock Cottle conducted a Roll Call, wherein all Council Members were present. Chairman Pratt called for questions on the Administrative Report, and there were none.

2. Review Agenda

[18:05:47](#) The agenda for the City Council Meeting was reviewed. City Administrator John Inch

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Morgan asked that Item 6.3, regarding Resolution No. 10-12, be tabled until further review by Administration. Mr. Morgan distributed a budget document to the Council for review and discussion at a later time.

3. Adjourn

18:14:22 The Briefing Session was adjourned at 6:14 p.m.

REGULAR MEETING

Attendance:

Mayor Russ Wall

Council Members:

Council Chairman Morris Pratt
Vice-Chairman Jerry Rechtenbach
Council Member Dama Barbour
Council Member Bud Catlin
Council Member Larry Johnson

City Staff:

John Inch Morgan, City Administrator
John Brems, City Attorney
Michael Meldrum, Principal Planner
Del Craig, Chief of Police
Cheryl Peacock Cottle, City Recorder
Jessica Springer, Council Coordinator
John Taylor, City Engineer
Scott Harrington, Chief of Finance
Keith Snarr, Economic Development Director
Donald Adams, Grants Manager
Lisa Schwartz, Emergency Response Coordinator
Dan Udall, City Planner

Citizens: Raili Jacquet, Joan White, Alan Anderson, Lynn Handy, Jay Ziolkowski, Bob Pierce, Hal Newman, Members of Scout Troops 214 and 672, Tony Wilde, Jessica Beauchamp, Matthew Cunningham, Vickie Wilkinson, Diane Turner, Abby Black, Heidee Pehrson, Amy Braithwaite, Kim Forsyth, Reagan Gabbittas, Kelsey Rowley, Spencer Reese, Noel Gilbert, Anthony Garcia, **Brandon Westin**

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1. WELCOME, INTRODUCTION AND PRELIMINARY MATTERS

[18:31:01](#) Chairman Morris Pratt called the meeting to order at 6:31 p.m. and welcomed those in attendance. City Recorder Cheryl Peacock Cottle conducted a Roll Call, wherein all Council Members were present.

1.1 Pledge of Allegiance – Opening Ceremonies – *Youth Council Member Heidee Pehrson*

Youth Council Member Heidee Pehrson directed the Pledge of Allegiance.

1.2 Reverence – *Youth Council Member Noel Gilbert* (Opening Ceremonies For April 21, 2010 to be arranged by Council Member Johnson)

Youth Council Member Noel Gilbert offered the Reverence.

1.3 Citizen Comments

[18:33:02](#) Chairman Pratt recognized members of Scout Troops 214 and 672 who were in attendance.

[18:33:29](#) Chairman Morris Pratt reviewed the Citizen Comment Procedures for the audience. He then called for any citizen comments.

[18:34:33](#) There were no citizen comments, and Chairman Pratt closed the citizen comment period.

1.4 Mayor's Report

No Mayor's Report was given.

2. APPOINTMENTS

2.1 Bob Pierce, Budget Review Committee – *Chairman Pratt*

[18:35:06](#) Chairman Morris Pratt nominated Bob Pierce to serve as a member of the Budget Review Committee.

[18:35:09](#) Council Member Bud Catlin **MOVED** to approve the appointment of Bob Pierce as a member of the Budget Review Committee. Council Member Dama Barbour **SECONDED** the motion. Chairman Pratt called for discussion on the motion. There being none, he called for a

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vote. The vote was as follows: Johnson-yes, Rechtenbach-yes, Barbour-yes, Pratt-yes, and Catlin-yes. **All City Council members voted in favor and the motion passed unanimously.**

2.2 Hal F. Newman, LARP Committee – *Chairman Pratt*

[18:35:47](#) Chairman Morris Pratt recognized Hal F. Newman and nominated him to serve as a member of the LARP Committee.

[18:36:24](#) Council Member Jerry Rechtenbach **MOVED** to approve the appointment of Hal Newman as a member of the LARP Committee. Council Member Bud Catlin **SECONDED** the motion. Chairman Pratt called for discussion on the motion. There being none, he called for a vote. The vote was as follows: Johnson-yes, Rechtenbach-yes, Barbour-yes, Pratt-yes, and Catlin-yes. **All City Council members voted in favor and the motion passed unanimously.**

2.3 Mitchell Haycock, Ordinance Review Committee – *Chairman Pratt*

[18:36:45](#) Chairman Morris Pratt nominated Mitchell Haycock to serve as a member of the Ordinance Review Committee.

[18:37:11](#) Council Member Larry Johnson **MOVED** to approve the appointment of Mitchell Haycock as a member of the Ordinance Review Committee. Council Member Jerry Rechtenbach **SECONDED** the motion. Chairman Pratt called for discussion on the motion. There being none, he called for a vote. The vote was as follows: Johnson-yes, Rechtenbach-yes, Barbour-yes, Pratt-yes, and Catlin-yes. **All City Council members voted in favor and the motion passed unanimously.**

3. REPORTS

3.1 Youth Council – *Amy Braithwaite, Youth Council Chair*

[18:38:08](#) Youth Council Chair Amy Braithwaite reported on recent activities and upcoming events for the Taylorsville Youth Council. She displayed a certificate for the *First Place 2010 Award of Excellence* from the Association of Youth Councils, which the Taylorsville Youth Council received during the recent conference at Utah State University.

3.2 ChamberWest – *Alan Anderson, ChamberWest President*

[18:39:24](#) ChamberWest President Alan Anderson reviewed the history of the ChamberWest organization, which covers Taylorsville, West Valley City, and Kearns. He reported on recent activities and accomplishments of the Chamber. Mr. Anderson welcomed Council Member Barbour as a member of the ChamberWest Board of Directors.

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3.3 5400 South I-215 Study – John Taylor

18:46:18 City Engineer John Taylor reported on the Environmental Impact Study, known as the *I-215/5400 South Mobility Study*, which is being prepared by the Utah Department of Transportation. Mr. Taylor relayed that the study area encompasses Redwood to 3200 West and 4700 South to 6200 South. He noted that this study is to consider mobility alternatives and determine overall impact to the area.

Mr. Taylor indicated that UDOT has requested that any written comments on the study be submitted to them by May 7, 2010. He agreed to provide a copy of the letter addressed to the City of Taylorsville from UDOT. Mr. Taylor stated that a Public Scoping Meeting will be held at Vista Elementary on April 20, 2010 from 5:30 p.m. to 7:30 p.m.

Council Member Barbour inquired about noticing for the upcoming Scoping Meeting. Brandon Westin, of UDOT, reported that notices were sent to all residents in the study area, along with e-mail recipients included in the *WeGo* database, the high school, the library, and the City Center.

Figure A2: School and Public Services Comments



UTAH DEPARTMENT
OF TRANSPORTATION

2010 South 2760 West
Salt Lake City, UT 84104

E-mail: 5400southstudy@utah.gov
Hotline: 801-930-0470
Web: udot.utah.gov/5400southstudy

MEMO

To: Project File
From: Tiffany Carlson (Jacobs)
Project: I-215; 5400 South Mobility Study Improvement EIS
Date: May 27, 2010
Subject: Schools and Public Services Scoping

Phone calls were made to schools within the study area and to public services such as police and fire department to understand how they use the study area for their routes.

The schools referred Tom Given at the Granite School District transportation office (385) 646-4280 as the point of contact for this project. He looked at the boundary maps and said that their buses cross 5400 South for Vista Elementary and Eisenhower Junior High. He said that the only reason they bus across 5400 South is because the road is so busy and they consider it a hazard for school children to cross. Tom mentioned that they have dozens of special education routes that cross 5400 South. Their buses often use 2700 South as a route and seldom use 2200 West.

The Fire Department said they use 5400 South as a primary route for emergencies since their fire station is on the corner of 5400 South and 2700 West. There is another fire station east and north of I-215 and 5400 South but they don't have a ladder truck so they use 5400 to get to fires east of I-215.

The main hospital they travel to is located on 5300 South and State Street (east of the freeway) and so ambulances use 5400 South to get there.

They also expressed interest in using buildings that will be demolished for training purposes if that's possible.

Police Services are also located at the corner of 2700 West and 5400 South.

Figure A3: Agency Comments



State of Utah

GARY R. HERBERT
*Governor*GREG BELL
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.
*Executive Director*CARLOS M. BRACERAS, P.E.
Deputy Director

June 16, 2010

David Bird
Environmental Engineer
Division of Environmental Response and Remediation
168 North 1950 West
Salt Lake City, UT 84114

**Subject: Scoping Comments for the I-215; 5400 South Mobility Study
Improvement EIS UDOT Project No. S-I215(142)**

Dear Mr. Bird:

We appreciate your time in providing scoping comments via your letter dated May 4, 2010. This study will proceed in phases. Phase I will develop a Draft Purpose and Need document and supporting documentation and a Draft Alternatives document to include supporting documentation and initial screening criteria. If warranted (Phase I demonstrates a clear purpose and need and possible actions to address need), a second phase would continue the National Environmental Policy Act (NEPA) process - developing and refining transportation system alternatives to meet the travel needs identified in Phase I, assessment of impacts and mitigation, concluding in delivery of a complete environmental process, document, and transportation decision.

In anticipation that this project moves into a Phase II, the project team will review the DERR interactive map, as well as coordinate with Division of Solid and Hazardous Waste and Division of Water Quality as suggested.

Sincerely Yours,

A handwritten signature in black ink, appearing to read "Brandon Weston".

Brandon Weston
Project Manager, Utah Department of Transportation

cc: Bryan Dillon, Area Engineer, Federal Highway Administration, Salt Lake City
Project File



State of Utah

GARY R. HERBERT
Governor

GREG BELL
Lieutenant Governor

Department of
Environmental Quality

Amanda Smith
Executive Director

DIVISION OF ENVIRONMENTAL
RESPONSE AND REMEDIATION

Brent H. Everett
Director

ERRC-092-10

May 4, 2010

I-215 & 5400 South Mobility Study
Penna Powers Brian Haynes
1706 South Major Street
Salt Lake City, Utah 84115

Re: I-215 & 5400 South Mobility Study, Salt Lake County, Utah

Dear Ms. Powers:

The Utah Department of Environmental Quality, Division of Environmental Response and Remediation (DERR) has received your request of April 2010, for input regarding the above referenced project.

We encourage you to review the DERR interactive map, as one source of data, prior to drafting the Environmental Impact Statement to ensure you are informed of potential contamination. The interactive map is located at: <http://dagrc.utah.gov/deq/>. You are also encouraged to speak to the Division of Solid and Hazardous Waste at (801) 536-0200 and the Division of Water Quality at (801) 536-4300.

It is possible that future construction activities associated with this project will encounter hazardous substances. These materials must be managed and disposed of properly. If impacted materials are encountered during construction, please notify the DERR.

If you have any questions regarding this project, please feel free to contact me at (801) 536-4219.

Sincerely,

A handwritten signature in black ink, appearing to read "David Bird".

David Bird, Environmental Engineer
Division of Environmental Response and Remediation

DGB/eds

cc: Gary L. Edwards, M.S., Director, Salt Lake Valley Health Department
Brandon Weston, UDOT

June 16, 2010

Robin Coursen, Environmental Engineer
Environmental Protection Agency
1595 Wynkoop St.
Denver, Colorado 80202-1129

**Subject: Scoping Comments for the I-215; 5400 South Mobility Study
Improvement EIS UDOT Project No. S-I215(142)**

Dear Ms. Coursen:

We appreciate your time in providing scoping comments via your letter received on May 13, 2010. This study will proceed in phases. Phase I will develop a Draft Purpose and Need document and supporting documentation and a Draft Alternatives document to include supporting documentation and initial screening criteria. If warranted (Phase I demonstrates a clear purpose and need and possible actions to address need), a second phase would continue the National Environmental Policy Act (NEPA) process - developing and refining transportation system alternatives to meet the travel needs identified in Phase I, assessment of impacts and mitigation, concluding in delivery of a complete environmental process, document, and transportation decision.

In anticipation the project moves into a second phase, the project team will provide an analysis of current conditions/trends, and estimate future conditions without this project, and future conditions under possible alternatives, as suggested.

We understand that the MOVES2010 may be released during the course of our study and that there is a grace period until 2012. Our air quality specialist has attended the training and is familiar with MOVES2010. It is our intent to use the scientific community's accepted state of practice model in accordance with NEPA and therefore, the model to be used will be subject to the timing of MOVES2010 release and to the timing of Phase II.

In regard to Mobile Source Air Toxics (MSATs) and Green House Gas (GHG) Emissions and Climate Change, we will follow FHWA most recent guidelines on the topics.

We also received your correspondence that EPA declines the opportunity to participate as a cooperating agency. We understand EPA's time constraints and in the spirit of

SAFETEA-LU and the Coordination Plan requirements, we will keep you abreast of the NEPA process for the project.

We are aware EPA will not be providing review of the Traffic Methodology Report. The methods that we'll use are considered state of practice and are not precedent-setting. The Traffic Methodology Report was reviewed at length by UDOT, FHWA, and other stakeholders with FHWA reaching the conclusion that the methods are acceptable. We do not anticipate further questions on the Traffic Methodology Report.

We thank you for your attention to date to our efforts on the project. Should you have questions, please feel free to contact me at (801) 963-0078 ext 227.

Sincerely,

Bryan Dillon, Area Engineer, Federal Highway Administration, Salt Lake City

cc: Larry Svoboda, Director, EPA NEPA Compliance and Review Program
Brandon Weston, Project Manager, Utah Department of Transportation
Project File

**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 8**

1595 Wynkoop Street
DENVER, CO 80202-1129
Phone 800-227-8917
<http://www.epa.gov/region08>

SCANNED
McKnight 5-19-10.

Ref: 8EPR-N

MAY 13 2010

Mr. James Christian
Federal Highway Administration
Division Administrator
2520 West 4700 South, Ste. 9A
Salt Lake City, UT 84118

RE: Scoping Comments for I-215; 5400 South
Mobility Study

Dear Mr. Christian:

In accordance with our responsibilities under the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act, the United States Environmental Protection Agency's (EPA) Region 8 office is providing scoping comments as a participating agency for the I-215; 5400 South Mobility Study Improvement Environmental Impact Statement. The study area is located in the vicinity of I-215 and 5400 South in Taylorsville, Utah. It is bounded by 3200 West to the west, 4700 South to the north, Redwood Road to the east, and 6200 South to the south.

On April 20, 2010, EPA attended the Monthly Team Conference Call for this project. A Phase 1 Scoping Traffic Analysis is currently underway to validate if transportation problems identified in the past still exist. Impacts to air quality, wetlands, growth and cumulative impacts were discussed as key issues. EPA has focused in on air quality impacts, conformity analysis and greenhouse gases for the purposes of this scoping letter review (see attached). As additional information becomes available, we will review and comment. If you have any questions, please feel free to call me, or you may call Robin Coursen of my staff at (303) 312-6695.

Sincerely,

A handwritten signature in black ink, appearing to read "Larry Svoboda".

Larry Svoboda, Director
NEPA Compliance and Review Program
Office of Ecosystems Protection and Remediation

EPA COMMENTS

I-215 and 5400 South Mobility Study

AIR IMPACTS:

As this project will be located in Salt Lake County, the air quality section of the document is very important and must clearly show that this project will not negatively impact current air quality conditions. There should be a good analysis of current conditions / trends, and an estimate of future conditions without this project and future conditions under the possible alternatives.

A.) Relevant NAAQS and Current Designations:

Currently, the National Ambient Air Quality Standards (NAAQS) of concern for this project are as below:

Salt Lake County:

- Carbon Monoxide (CO): Area is Attainment.
- Ozone: 1997 8-hour NAAQS (80 ppb); Area is Attainment.
- Ozone: 2008 8-hour NAAQS (75 ppb) is the current Federal ozone NAAQS, however, the area is not designated. EPA had promulgated this NAAQS on March 27, 2008 (see 73 FR 16436) and was to complete designations by March of 2010. On January 19, 2010, EPA published a proposed rule regarding a reconsideration of this NAAQS and delaying designations for the 2008 NAAQS until 2011. EPA intends to publish a final rule regarding its reconsideration of the ozone NAAQS in August, 2010.
- PM_{2.5}: Area is Nonattainment for the 2006 24-hour 35µg/m³ NAAQS (see 74 FR 58688, 11/13/09).
- PM₁₀: 24-hour NAAQS; Area is Nonattainment.

B.) Baseline/Projected Analyses of Clean Air Act Criteria Pollutants:

Below are our suggestions for a complete air quality discussion. The EIS should establish the baseline and projected air emissions and concentrations of criteria pollutants and air quality status. The following should be considered for inclusion in the document:

- The pollutants to be evaluated should include carbon monoxide (CO), ozone precursors emissions of nitrogen oxides (NOx) and volatile organic compounds (VOCs), and direct emissions of particulate matter (both PM_{2.5} and PM₁₀) and its precursor emissions (NOx).
- Any local and regional monitoring data. Local hot spot monitoring and ambient monitoring projects implemented by the state or local air agencies might also be sources of short or long-term data. EPA notes that NAAQS monitoring data is available from the State and regional trends back at least five years to current status should be provided. We also note that the State is to have State-certified NAAQS monitoring data up through 2009 available after May 1, 2010.
- Analysis of the NAAQS detailed above in section "A.)". The recent attainment or nonattainment status, monitored exceedances, and NAAQS violations should be

discussed.

- Any relevant air modeling that has already been completed including regional dispersion modeling and hot spot assessments. Include relevant meteorology, including windrose data, which may impact pollutant transport and dust. Describe the model that was used and include a summary of the values used for the model input parameters. **Note:** Be aware that EPA Region 8 has taken issue with the PM₁₀ dispersion modeling that was performed by the State for the redesignation to attainment for Salt Lake County, Utah County, and Ogden City and has published a proposed disapproval action in the Federal Register (FR) see 74 FR 62717, 12/1/09).
- An inventory of mobile source emissions in the area of the project plus a cumulative impacts analysis that accounts for both mobile and stationary sources. A reference point for mobile source estimates may be found in local and regional transportation plans or in a conformity determination; however, calculation of project mobile source emissions should be done with MOVES2010 (see comments below). Please refer to the Wasatch Front Regional Council (WFRC) as they are the Metropolitan Planning Organization (MPO) for this area.
- Project specific analysis of all pollutant impacts for the project and alternatives. EPA's Federal Register announcement on March 2, 2010 (see 75 FR 9411) addresses MOVES2010 applicability for conformity analysis. At this time EPA is evaluating MOVES2010's use in NEPA documents. In general, EPA recommends that agencies use the same model, where applicable, for their NEPA analyses as for their conformity analyses. While EPA would not expect agencies to use MOVES2010 in their NEPA documents until after the conformity grace period has expired (March 2, 2012), we would recommend that agencies use MOVES2010 at the earliest feasible time and, if they use MOVES2010 for conformity, EPA recommends they also use MOVES2010, where applicable, for NEPA. In addition, EPA notes that the March 2, 2010 announcement (see 75 FR 9411) also stated that MOVES2010 should **not** be used for CO, PM_{2.5}, or PM₁₀ quantitative hot spot modeling at this time and that a future notice approving MOVES2010 for these purposes will be forthcoming (EPA is targeting a release date and guidance in the summer of 2010).
- EPA Region 8 offers the following clarification for the I-215/5400 South project area and recommendation for use of the MOVES2010 model: When EPA announced the MOVES2010 model on March 2, 2010 we also provided links to specific Office of Toxics and Air Quality (OTAQ) guidance documents for the use of MOVES2010 for SIP and conformity purposes. In OTAQ's guidance document "Policy Guidance on the Use of MOVES2010 for State Implementation Plan Development, Transportation Conformity, and Other Purposes" (see: <http://www.epa.gov/otaq/models/moves/420b09046.pdf>), EPA states that for the new 24-hour PM_{2.5} NAAQS nonattainment areas, the attainment demonstration SIP revisions are to use MOVES2010 (ref. issue No. 6 on page 7 of the document). As the entire I-215/5400 South project will be located within a new 24-hour PM_{2.5} NAAQS nonattainment area and the State has already started work on an attainment demonstration that will use MOVES2010, EPA Region 8 recommends that to ensure continuity with State's SIP development, MOVES2010 should be used for the EIS. Although the WFRC may still use MOBILE6.2 for conformity determinations during the 2-year grace period, both the State's attainment demonstration and WFRC's

conformity determinations will have to be based on MOVES2010 by March 2, 2012. Therefore, using MOVES2010 now will facilitate the evaluation of the EIS as it relates to both the State's SIP attainment demonstration and future conformity determinations. Use of MOVES 2010 in the EIS would avoid the need of reconciling results from two different models as the environmental review process continues.

- In addition to using EPA's MOVES2010 mobile sources emissions model we recommend the use of EPA's Compilation of Air Pollutant Emission Factors, also known as AP-42. The emissions and air quality impacts associated with each alternative, including the no build scenario, should be estimated and should include:
 - The vehicle miles traveled (VMT) from the best available travel models for the traffic and travel patterns estimated for the future transportation system under all build and no-build scenarios;
 - All pollutants mentioned above including mobile sources air toxics or MSATs (see the MSAT discussion below) and road dust;
 - Analysis, where appropriate, of CO, PM_{2.5}, and PM₁₀ using hot spot and ambient modeling methods. As noted above, EPA will be releasing specific guidance with respect to this requirement and the use of the MOVES2010 model.
 - Construction impacts for each alternative. Construction impacts include the equipment exhaust emissions and dust created by construction equipment.
 - A good analysis of current conditions / trends, and an estimate of future conditions without this project and future conditions under the possible alternatives.

C.) Hazardous Air Pollutants

Recent studies are showing a variety of health-related effects near high traffic areas. Hazardous Air Pollutants (HAPS) are those pollutants known or suspected to cause cancer or other serious health or environmental effects. Section 112(b)(1) of the Clean Air Act established the list of Hazardous Air Pollutants (HAPs). There are currently 188 listed HAPs. In a rulemaking published on March 29, 2001, EPA identified 21 mobile source air toxics (MSATs), a subset of HAPs with the addition of diesel PM and exhaust organic gases.

EPA recognizes that the methods and procedures for assessing the environmental impact of MSATs may be new to many parties working on transportation projects through the NEPA process. Policies, procedures, and methods for assessing MSATs in NEPA documents are still being developed. Although regulatory standards for MSATs have not been set, there is substantial information on impacts that can be ascertained from emissions and concentrations data and estimates. There are also scientifically accepted and sound methods for assessing the health impacts of exposure to MSATs.

The level of analysis of MSATs is most appropriately determined on a case-by-case basis, recognizing that each project has unique characteristics. The impact of a proposed project should be analyzed appropriate to its significance, paying particular attention to providing information that can be of use to the decision maker and that meets the needs of public disclosure. The analysis should not be expected to be the same in either content or specificity for every project.

An emissions inventory and estimated emissions of the MSATs of concern should be included in the EIS. This can be performed with the MOVES2010 model. For purposes of comparison, it will be useful to determine whether future conditions will be worse than baseline conditions, and whether one alternative is far worse than another. Factors that should be considered with the I-215/5400 South project should include:

- 1) Immediate proximity of a highway project to homes, schools, businesses.
- 2) The availability of relevant MSAT monitoring data and MSAT studies.
- 3) Scale of Project. The size of the eventual selected I-215/5400 South project and the volume of traffic, particularly diesel truck traffic, which has been identified as a major contributor of air toxics.

D.) Conformity Analysis

The eventual project must be part of a conforming Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) before the EIS can be finalized. The LRTP and TIP are addressed by the Wasatch Front Regional Council (WFRC) for this area. The EIS should assess and discuss whether the project meets these requirements. In addition, the project concept and scope in the EIS should not be significantly different from the project analyzed in the plan and TIP. If a conformity analysis is completed in another document (WFRC), ensure that the latest planning assumptions and models were used. Note too that the WFRC will be making an initial conformity determination for the PM_{2.5} NAAQS nonattainment area (in their area of responsibility) by December 14, 2010. EPA also notes that the State has started work on a PM_{2.5} attainment plan SIP revision and that must be submitted to EPA by November 13, 2012. The preferred alternative for the I-215/5400 South would need to be accounted for in the development of this SIP revision, especially the mobile sources emissions component, if the project will occur within the timeframe of the attainment year. The SIP revision will need to demonstrate attainment and will also identify regional mobile sources emission budgets (MVEB) for purposes of transportation conformity. If the project will occur after the attainment year, the project will be required to demonstrate conformity to the SIP's identified regional MVEBs.

E.) Possible mitigation of impacts

The mitigation proposals should have enough detail to allow the reader to determine how the mitigation will be implemented, where it will be implemented, and whether it will be effective. Mitigation not within the jurisdiction of the lead agency can also be included in the document with the discussion of implementation (i.e., how, who, when). We suggest that you consider all the possible methods and techniques that might be employed to mitigate the negative impacts of the project on air quality. In addition, air quality impacts during construction are potentially significant, and construction periods can last quite a few years. Therefore, mitigation of construction impacts should be fully considered.

F.) Monitoring

The EIS should consider as appropriate, a discussion of potential monitoring for air quality especially during construction activities. Factors that should be considered would be the immediate proximity of a highway project to homes, schools, businesses, and other sensitive populations. Although best management practices (BMP) will be utilized during construction,

potential localized impacts from PM_{2.5} and PM₁₀ emissions could occur. A properly designed monitoring plan would demonstrate how well the preferred alternative resolves the identified issues and concerns by measuring the effectiveness of the mitigation measures in controlling or minimizing adverse effects.

G.) Green House Gas (GHG) Emissions

Greenhouse Gas Emissions and Climate Change:

- The issue of global climate change is an important national and global concern. The transportation sector is the second largest source of total greenhouse gases (GHGs) in the U.S., and the greatest source of carbon dioxide (CO₂) emissions – the predominant GHG. Recognizing this concern, FHWA is working with other transportation agencies through the Department of Transportation Center for Climate Change and Environmental Forecasting to develop strategies to reduce transportation's contribution to greenhouse gases – particularly CO₂ emissions – and to assess the risks to transportation systems and services from climate change.
- EPA recommends that the EIS should disclose projected GHG emissions (in annual CO₂ equivalents and over the lifetime of the project). We also recommend that the projected emissions be translated into relevant equivalencies that are understandable to the public in relation to other GHG sources, e.g. annual emissions from X motor vehicles. See, EPA Greenhouse Gas Equivalencies Calendar at <http://www.epa.gov/RDEE/energy-resources/calculator.html>. EPA believes additional relevant information for decisionmakers and the public would include a qualitative discussion of the link between GHGs and climate change, summarizing the potential impacts of climate change at regional, national and global scales, and discussing the proposal's cumulative impact. In the range of alternatives and/or mitigation sections, we recommend discussing potential means to reduce project-related GHG emissions. Finally, if projected regional climate change may affect the project proposal itself, it would be appropriate to discuss possibilities for adapting the proposal to projected climate change. Similarly, if the potential effects from the proposal may be exacerbated by regional climate change, discussion of that issue may be warranted.
- The DEIS should also discuss how the projected GHG emissions might affect federal and state GHG policies and goals. In Utah, the Governor's Blue Ribbon Advisory Council on Climate Change (BRAC) identified measures that the State could take to minimize the impacts of transportation-related GHGs. The recommended measures include reducing VMT through developing and encouraging the use of mass transit, ridesharing, and telecommuting (http://www.deq.utah.gov/BRAC_Climate/). Other strategies outlined in the BRAC report to reduce CO₂ at the source include promoting the use of low carbon fuels such as alternative fuels, bio-fuels and hybrid vehicles; vehicle technologies resulting in greater fuel efficiency; and implementing an idle reduction program for school busses and heavy duty trucks (http://www.deq.utah.gov/BRAC_Climate/final_report.htm). The relationship of current and projected Utah highway CO₂ emissions to total global CO₂ emissions is presented in the example table below and this type of table and information has been used in several other DEIS documents in Utah and Colorado. This example table also illustrates the size

of the project corridor relative to total Utah travel activity. We also note that EPA's MOVES2010 model can be used to calculate GHGs.

Example Table: Current and Projected Utah Highway CO₂ Emissions

Global CO ₂ emissions, 2009, MMT ¹	Utah highway CO ₂ emissions, 2009, MMT	Projected Utah 2030 highway CO ₂ emissions, MMT	Utah highway emissions, % of global total (2009)	Project study area VMT, % of statewide VMT (2009)

¹ EIA, International Energy Outlook (MMT = million metric tons)

Figure A4: Agency Letters



U.S. Department
of Transportation
**Federal Highway
Administration**

Utah Division

April 13, 2010

2520 West 4700 South Suite 9A
Salt Lake City, UT 84118
(801) 963-0182
(801) 963-0093 (fax)

<http://www.fhwa.dot.gov/utdiv/utah.htm>

In Reply Refer To:
HDA-UT

Mr. Larry Svoboda
NEPA Program Chief
U.S. Environmental Protection Agency
EPA Region 8 (8EPR-N)
1595 Wynkoop St.
Denver, CO 80202-1129

Subject: Request to become a Cooperating Agency for the I-215; 5400 South Mobility Study
Improvement Environmental Impact Statement
UDOT Project No. S-I215(142), PIN 7666

Dear Mr. Svoboda:

The Federal Highway Administration (FHWA), in cooperation with the Utah Department of Transportation (UDOT), is initiating an Environmental Impact Statement for the I-215; 5400 South Mobility Improvement Study in Taylorsville, Utah. The study area is located in the vicinity of I-215 and 5400 South in Taylorsville. It is bounded by 3200 West to the west, 4700 South to the north, Redwood Road to the east, and 6200 South to the south. A map of the study area is enclosed.

Past transportation studies projected high levels of congestion potentially due to insufficient connectivity, between east-west and north-south routes in the study area. This finding led the Wasatch Front Regional Council to propose a future half-diamond interchange at 5400 South and I-215 as part of the Regional Long Range Transportation Plan, amended in August 2008. In 2009, the Utah State Legislature approved a bill funding the study of transportation issues in the area of 5400 South and I-215 (on both the beltway and surface streets).

The Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was adopted on August 10, 2005. SAFETEA-LU requires the Federal lead agency must identify and invite the participation of all agencies that may have interest or expertise regarding a project as early as practicable. Agencies invited to the process will either be considered joint lead agencies, participating agencies, or cooperating agencies. We are requesting that the Environmental Protection Agency be a cooperating agency.



As defined in part 1500 of title 40, Code of Federal Regulations, "...any other federal agency which has jurisdiction by law shall be a cooperating agency. In addition, any other federal agency which has special expertise with respect to any environmental issues, which should be addressed in the statement, may be a cooperating agency upon request of the lead agency." A cooperating agency has the responsibility to assist the lead agency by participating in the NEPA and scoping process at the earliest possible time, to help to develop information used for analysis, and although very unlikely, can be asked to assist in preparing environmental analysis.

The following are activities intended to maximize interagency cooperation:

1. Cooperating agencies are included on mailing lists for coordination meetings.
2. Cooperating agencies are invited to meetings related to transit options.
3. Cooperating agencies are consulted on any relevant technical studies that will be required for the project and share information that may be useful to other studies in the area.
4. Cooperating agencies participate in meetings and field reviews.
5. Cooperating agencies are included in organized joint field reviews, if requested.
6. Cooperating agencies are provided with project information, including study results.
7. Cooperating agencies are encouraged to use the above documents and participation to express their review on subjects within their jurisdiction or expertise.

For your review, we have included a copy of the coordination plan that was developed for this project. The coordination plan further details the elements and expectations discussed in this letter, and lists other agencies, groups and individuals involved in this environmental review process. The public and participating agencies will be given until May 7, 2010 to review and comment on the coordination plan. Following the comment period, the coordination plan will be revised and submitted to FHWA for approval.

We look forward to your response to this request and your agency serving in the role of cooperating agency on this project. Please let us know of your response no later than May 15, 2010. If you have questions or would like to discuss in more detail the project or our Agency's respective roles and responsibilities during the preparation of this document, please contact Bryan Dillon at (801) 963-0078, extension 227.

Sincerely,



bc James C. Christian, P.E.
Division Administrator

Enclosure



U.S. Department
of Transportation
**Federal Highway
Administration**

Utah Division

April 13, 2010

2520 West 4700 South Suite 9A
Salt Lake City, UT 84118
(801) 963-0182
(801) 963-0093 (fax)

<http://www.fhwa.dot.gov/utdiv/utah.htm>

In Reply Refer To:
HDA-UT

Mr. Hollis Jenks
Intermountain Representative
U.S. Army Corps of Engineers
533 West 2600 South, Suite 150
Bountiful, UT 84010

Subject: Request to become a Participating Agency for the I-215; 5400 South
Mobility Study Improvement Environmental Impact Statement
UDOT Project No. S-I215(142), PIN 7666

Dear Mr. Jenks:

The Federal Highway Administration (FHWA), in cooperation with the Utah Department of Transportation (UDOT), is initiating an Environmental Impact Statement for the I-215; 5400 South Mobility Improvement Study in Taylorsville, Utah. The study area is located in the vicinity of I-215 and 5400 South in Taylorsville. It is bounded by 3200 West to the west, 4700 South to the north, Redwood Road to the east, and 6200 South to the south. A map of the study area is enclosed.

This letter is an invitation for any Utah state or Federal agency that may have an interest in the I-215; 5400 South Mobility Improvement Study to become a participating agency for this project. Any state agency that wishes to become a participating agency for this project must send a letter to UDOT, specifically requesting to be a participating agency by May 15, 2010; otherwise, they will not be designated as such. Agencies that are not participating agencies will still be provided the opportunity to comment on the I-215; 5400 South Mobility Improvement Study through the public and agency involvement process as mandated by the National Environmental Policy Act. Participating agency designation does not imply that participating agencies either support the proposal or have any special expertise with respect to the evaluation of the project. The simple purpose of being a participating agency is to cooperatively work with the lead agency to identify and resolve issues that could delay completion of the environmental review process or could result in denial of any approvals required for the project under applicable laws.

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Wasatch Front Regional Council to propose a future half-diamond interchange at 5400 South and I-215 as part of the Regional Long Range Transportation Plan, amended in August 2008. In 2009, the Utah State Legislature approved a bill funding the study of transportation issues in the area of 5400 South and I-215 (on both the beltway and surface streets).


In accordance with 40 code of federal regulations 1501.6 of the Council on Environmental Quality's Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act, and pursuant to Section 6002 of *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users*, participating agencies have the responsibility to identify, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. Other typical roles of a participating agency include the following:

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For your review, we have included a copy of the coordination plan that was developed for this project. The coordination plan further details the elements and expectations discussed in this letter, and lists the other agencies, groups and individuals involved in this environmental review process. The public and participating agencies will be given until May 7, 2010 to review and comment on the coordination plan. Following the comment period, the coordination plan will be revised and submitted to FHWA for approval.

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Sincerely,


for James C. Christian, P.E.
Division Administrator

Enclosure



U.S. Department
of Transportation
**Federal Highway
Administration**

Utah Division

April 13, 2010

2520 West 4700 South Suite 9A
Salt Lake City, UT 84118
(801) 963-0182
(801) 963-0093 (fax)

<http://www.fhwa.dot.gov/utdiv/utah.htm>

In Reply Refer To:
HDA-UT

Ms. Betsy Herrmann, Biologist
U.S. Fish and Wildlife Service
2369 West Orton Circle, Suite 50
West Valley City, UT 84119

Subject: Request to become a Participating Agency for the I-215; 5400 South
Mobility Study Improvement Environmental Impact Statement
UDOT Project No. S-I215(142), PIN 7666

Dear Ms. Herrmann:

The Federal Highway Administration (FHWA), in cooperation with the Utah Department of Transportation (UDOT), is initiating an Environmental Impact Statement for the I-215; 5400 South Mobility Improvement Study in Taylorsville, Utah. The study area is located in the vicinity of I-215 and 5400 South in Taylorsville. It is bounded by 3200 West to the west, 4700 South to the north, Redwood Road to the east, and 6200 South to the south. A map of the study area is enclosed.

This letter is an invitation for any Utah state or Federal agency that may have an interest in the I-215; 5400 South Mobility Improvement Study to become a participating agency for this project. Any state agency that wishes to become a participating agency for this project must send a letter to UDOT, specifically requesting to be a participating agency by May 15, 2010; otherwise, they will not be designated as such. Agencies that are not participating agencies will still be provided the opportunity to comment on the I-215; 5400 South Mobility Improvement Study through the public and agency involvement process as mandated by the National Environmental Policy Act. Participating agency designation does not imply that participating agencies either support the proposal or have any special expertise with respect to the evaluation of the project. The simple purpose of being a participating agency is to cooperatively work with the lead agency to identify and resolve issues that could delay completion of the environmental review process or could result in denial of any approvals required for the project under applicable laws.

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Wasatch Front Regional Council to propose a future half-diamond interchange at 5400 South and I-215 as part of the Regional Long Range Transportation Plan, amended in August 2008. In 2009, the Utah State Legislature approved a bill funding the study of transportation issues in the area of 5400 South and I-215 (on both the beltway and surface streets).


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Sincerely,


for James C. Christian, P.E.
Division Administrator

Enclosure



State of Utah

GARY R. HERBERT
*Governor*GREG BELL
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.
*Executive Director*CARLOS M. BRACERAS, P.E.
Deputy Director

April 12, 2010

Judy Edwards
Director of Resource Development Coordinating Committee
5110 State Office Bldg.
Salt Lake City, UT 84114-1107

**Subject: Request to become a Participating Agency for the I-215; 5400 South
Mobility Study Improvement Environmental Impact Statement
UDOT Project No. S-I215(142)**

Dear Ms. Edwards:

The Federal Highway Administration, in cooperation with the Utah Department of Transportation, is initiating an Environmental Impact Statement for the I-215; 5400 South Mobility Improvement Study in Taylorsville, Utah. The study area is located in the vicinity of I-215 and 5400 South in Taylorsville. It is bounded by 3200 West to the west, 4700 South to the north, Redwood Road to the east, and 6200 South to the south. A map of the study area is enclosed.

This letter is an invitation for any Utah state or Federal agency that may have an interest in the I-215; 5400 South Mobility Improvement Study to become a participating agency for this project. Any state agency that wishes to become a participating agency for this project must send a letter to UDOT specifically requesting to be a participating agency by May 15, 2010; otherwise, they will not be designated as such. Agencies that are not participating agencies will still be provided the opportunity to comment on the I-215; 5400 South Mobility Improvement Study through the public and agency involvement process as mandated by the National Environmental Policy Act. Participating agency designation does not imply that participating agencies either support the proposal or have any special expertise with respect to the evaluation of the project. The simple purpose of being a participating agency is to cooperatively work with the lead agency to identify and resolve issues that could delay completion of the environmental review process or could result in denial of any approvals required for the project under applicable laws.

Past transportation studies projected high levels of congestion potentially due to insufficient connectivity, between east-west and north-south routes in the study area. This finding led the Wasatch Front Regional Council to propose a future half-diamond interchange at 5400 South and I-215 as part of the Regional Long Range Transportation

Region Two Headquarters, 2010 South 2760 West, Salt Lake City, Utah 84104-4592
telephone 801-975-4900 • facsimile 801-975-4841 • www.udot.utah.gov

Plan, amended in August 2008. In 2009, the Utah State Legislature approved a bill funding the study of transportation issues in the area of 5400 South and I-215 (on both the beltway and surface streets).

In accordance with 40 code of federal regulations 1501.6 of the Council on Environmental Quality's Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act, and pursuant to Section 6002 of *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users*, participating agencies have the responsibility to identify, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. Other typical roles of a participating agency include the following:

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We look forward to your written response to this request and your role as a participating agency on this project. Please let us know of your response no later than May 15, 2010. If you have questions or would like to discuss in more detail the project or our agency's respective roles and responsibilities during the preparation of this document, please contact Bryan Dillon at (801) 963-0078 ext 227.

Sincerely Yours,



Brandon Weston
UDOT Project Manager,

cc: Bryan Dillon, FHWA Area Engineer
Project File



State of Utah

GARY R. HERBERT
*Governor*GREG BELL
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.
*Executive Director*CARLOS M. BRACERAS, P.E.
Deputy Director

April 12, 2010

Lori Hunsaker
Utah State Division of History
300 Rio Grande
Salt Lake City, UT 84101

**Subject: Request to become a Participating Agency for the I-215; 5400 South
Mobility Study Improvement Environmental Impact Statement
UDOT Project No. S-I215(142)**

Dear Ms. Hunsaker:

The Federal Highway Administration, in cooperation with the Utah Department of Transportation, is initiating an Environmental Impact Statement for the I-215; 5400 South Mobility Improvement Study in Taylorsville, Utah. The study area is located in the vicinity of I-215 and 5400 South in Taylorsville. It is bounded by 3200 West to the west, 4700 South to the north, Redwood Road to the east, and 6200 South to the south. A map of the study area is enclosed.

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Past transportation studies projected high levels of congestion potentially due to insufficient connectivity, between east-west and north-south routes in the study area. This finding led the Wasatch Front Regional Council to propose a future half-diamond interchange at 5400 South and I-215 as part of the Regional Long Range Transportation

Plan, amended in August 2008. In 2009, the Utah State Legislature approved a bill funding the study of transportation issues in the area of 5400 South and I-215 (on both the beltway and surface streets).

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Sincerely,



Brandon Weston
UDOT Project Manager,

cc: Bryan Dillon, FHWA Area Engineer
Project File



State of Utah

GARY R. HERBERT
*Governor*GREG BELL
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.
*Executive Director*CARLOS M. BRACERAS, P.E.
Deputy Director

April 12, 2010

John Taylor, City Engineer
City of Taylorsville
2600 West Taylorsville Boulevard
Taylorsville, Utah 84118

**Subject: Request to become a Participating Agency for the I-215; 5400 South
Mobility Study Improvement Environmental Impact Statement
UDOT Project No. S-I215(142)**

Dear Mr. Taylor:

The Federal Highway Administration, in cooperation with the Utah Department of Transportation, is initiating an Environmental Impact Statement for the I-215; 5400 South Mobility Improvement Study in Taylorsville, Utah. The study area is located in the vicinity of I-215 and 5400 South in Taylorsville. It is bounded by 3200 West to the west, 4700 South to the north, Redwood Road to the east, and 6200 South to the south. A map of the study area is enclosed.

This letter is an invitation for any Utah state or Federal agency that may have an interest in the I-215; 5400 South Mobility Improvement Study to become a participating agency for this project. Any state agency that wishes to become a participating agency for this project must send a letter to UDOT specifically requesting to be a participating agency by May 15, 2010; otherwise, they will not be designated as such. Agencies that are not participating agencies will still be provided the opportunity to comment on the I-215; 5400 South Mobility Improvement Study through the public and agency involvement process as mandated by the National Environmental Policy Act. Participating agency designation does not imply that participating agencies either support the proposal or have any special expertise with respect to the evaluation of the project. The simple purpose of being a participating agency is to cooperatively work with the lead agency to identify and resolve issues that could delay completion of the environmental review process or could result in denial of any approvals required for the project under applicable laws.

Past transportation studies projected high levels of congestion potentially due to insufficient connectivity, between east-west and north-south routes in the study area. This finding led the Wasatch Front Regional Council to propose a future half-diamond interchange at 5400 South and I-215 as part of the Regional Long Range Transportation

Plan, amended in August 2008. In 2009, the Utah State Legislature approved a bill funding the study of transportation issues in the area of 5400 South and I-215 (on both the beltway and surface streets).

In accordance with 40 code of federal regulations 1501.6 of the Council on Environmental Quality's Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act, and pursuant to Section 6002 of *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users*, participating agencies have the responsibility to identify, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. Other typical roles of a participating agency include the following:

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Sincerely,



Brandon Weston
UDOT Project Manager,

cc: Bryan Dillon, FHWA Area Engineer
Project File



State of Utah

GARY R. HERBERT
*Governor*GREG BELL
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.
*Executive Director*CARLOS M. BRACERAS, P.E.
Deputy Director

April 12, 2010

Mary DeLoretto
Utah Transit Authority
P.O. Box 30810
Salt Lake City, UT 84130

**Subject: Request to become a Participating Agency for the I-215; 5400 South
Mobility Study Improvement Environmental Impact Statement
UDOT Project No. S-I215(142)**

Dear Ms. DeLoretto:

The Federal Highway Administration, in cooperation with the Utah Department of Transportation, is initiating an Environmental Impact Statement for the I-215; 5400 South Mobility Improvement Study in Taylorsville, Utah. The study area is located in the vicinity of I-215 and 5400 South in Taylorsville. It is bounded by 3200 West to the west, 4700 South to the north, Redwood Road to the east, and 6200 South to the south. A map of the study area is enclosed.

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Sincerely,



Brandon Weston
UDOT Project Manager,

cc: Bryan Dillon, FHWA Area Engineer
Project File



State of Utah

GARY R. HERBERT
*Governor*GREG BELL
*Lieutenant Governor***DEPARTMENT OF TRANSPORTATION**JOHN R. NJORD, P.E.
*Executive Director*CARLOS M. BRACERAS, P.E.
Deputy Director

April 12, 2010

Ned Hacker
Wasatch Front Regional Council
295 N. Jimmy Doolittle Rd.
Salt Lake City, UT 84116**Subject: Request to become a Participating Agency for the I-215; 5400 South
Mobility Study Improvement Environmental Impact Statement
UDOT Project No. S-I215(142)**

Dear Mr. Hacker:

The Federal Highway Administration, in cooperation with the Utah Department of Transportation, is initiating an Environmental Impact Statement for the I-215; 5400 South Mobility Improvement Study in Taylorsville, Utah. The study area is located in the vicinity of I-215 and 5400 South in Taylorsville. It is bounded by 3200 West to the west, 4700 South to the north, Redwood Road to the east, and 6200 South to the south. A map of the study area is enclosed.

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3. Review and comment on the pre-draft or pre-final environmental documents in a timely manner to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

For your review, we have included a copy of the coordination plan that was developed for this project. The coordination plan further details the elements and expectations discussed in this letter, and lists the other agencies, groups and individuals involved in this environmental review process. The public and participating agencies will be given until May 7, 2010 to review and comment on the coordination plan. Following the comment period, the coordination plan will be revised and submitted to FHWA for approval.

We look forward to your written response to this request and your role as a participating agency on this project. Please let us know of your response no later than May 15, 2010. If you have questions or would like to discuss in more detail the project or our agency's respective roles and responsibilities during the preparation of this document, please contact Bryan Dillon at (801) 963-0078 ext 227.

Sincerely,



Brandon Weston
UDOT Project Manager,

cc: Bryan Dillon, FHWA Area Engineer
Project File